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Nor' West Miner

EDMONTON, ALBERTA

Vol. XII
No. 6

December
1944

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon. Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

25c A Copy



New Type Pioneers
"The Yellowknife Girl"

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**Grimshaw-Great Slave
Lake Winter Road Is
Ready for Winter
Travel**

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**Prospecting Along The
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EDMONTON, ALBERTA

THE NOR' WEST MINER

EDITOR—F. S. WRIGHT

Devoted to development descriptive of the North West Territories, Northern British Columbia and the Yukon—Along the Trail of the Alaska Highway.

Published at Edmonton, Alberta—"The Gateway to the Far North and Alaska."

Subscription: \$2.00 per annum, post free. Address: Box 323, Edmonton, Alberta.

SAYS THE MINER:

*Peace on Earth and
Goodwill to All Men.*

DOES not the above represent the earnest wish and hope of all in this war-torn world—at the end of 1944—when the hope of the victory of free people over gangster tyranny is about to be fulfilled.

* * *

THE year 1944 has been an eventful year for Edmonton and the great northlands. It has witnessed the first free flow of vital oil through the Canol pipeline to service the war effort directed against Japan via the shortest and most direct air route to Tokio. It has seen the firm establishment of Edmonton as the premier Canadian airport on the world routes of the northern part of the world. The opening of the Skeena Highway into Prince Rupert again is an event of moment to Edmonton, for only a short distance now remains between Jasper and Hansard to give direct communication with this great seaport of the future. The opening of the final link on the Jasper Highway between Jasper and Avola is also an accomplished fact, and the Alaska Highway is in steady use.

* * *

During 1944, Edmonton itself has lost and gained. It has lost the major part of the American business which it had during construction days due to the completion of the projects. The closing of air training centres and war plants has also been a loss. This loss, however, is more than made up by the increase in permanent population, added demands in connection with the development of the north and the increased mining activity in the Yellowknife area.

* * *

THE mining future of Edmonton and the north is assured with the coming development of the Yellowknife field on a still larger scale. This field already, though comparatively new, has produced some \$21,000,000 of mineral wealth. The Yellowknife field, will without a doubt, equal the production of the older gold mining areas of the east in coming years.

* * *

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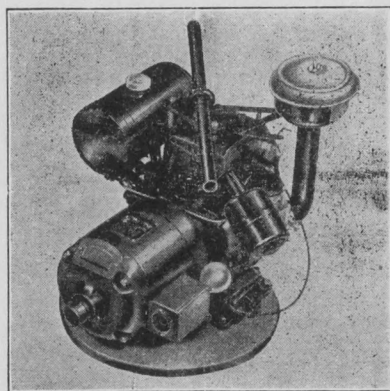
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GEOLOGICAL RECONNAISSANCE ALONG THE ALASKA HIGHWAY

BETWEEN WATSON LAKE AND TESLIN RIVER,
YUKON AND BRITISH COLUMBIA

By C. S. LORD—(EXTRACTS FROM REPORT)

This report briefly describes the country along the Alaska Highway between the west bank of the Liard River near Watson Lake and the east bank of Teslin River near the outlet of Teslin Lake. For this distance the highway is close to the Yukon-British Columbia boundary and mainly within the Yukon. The area examined comprises a strip about 195 miles long and from 2 to 30 miles wide. The Alaska Highway was opened late in 1942 and the field work for this report was done in the summer of 1943. Very little was known of the geology of the region prior to 1943 except that granite rocks were present and hence might be the source of metalliferous mineral deposits.

A minimum of lode prospecting had been done in the area before the completion of the highway. About thirty-five men prospected from bases on this part of the highway during 1943, but because geological maps were not available had to devote considerable time to reconnaissance and were unable to accomplish more than preliminary investigations.

Access to the area is provided by the Alaska Highway, which connects Dawson Creek, British Columbia, with Whitehorse, Yukon. Dawson Creek is connected with Edmonton, Alberta, by the Northern Alberta Railways and is about 655 miles by highway from Watson Lake. Whitehorse, in turn, is accessible from tidewater at Skagway, Alaska, by the railway of the White Pass and Yukon Route and is about 75 miles by highway from Teslin River. Airplanes operated by Canadian Pacific Airlines call at Watson Lake airport on scheduled flights between Edmonton and Whitehorse. Docks at Watson Lake and Teslin are commonly used by seaplanes.

Settlements, Supplies, and Communications

Permanent settlements within and near the area comprise the small trading post of Teslin, on Nisutlin Bay of Teslin Lake, and Lower Post, on Liard River about 15 miles southeast of Watson Lake. Both places are on the highway and limited

quantities of essential provisions may be obtained there, but parties operating on this section of the highway should plan to purchase most of their supplies from Edmonton, Dawson Creek, Vancouver, or Whitehorse. Post offices are located at Teslin and Watson Lake, both in Yukon. Commercial telegrams are accepted at Department of Transport radio stations at Teslin and Watson Lake. The United States Army has established control stations on the highway at intervals of about 100 miles. Those within the map-area are at Brooks Brook, 26 miles northwest of Teslin, on Swift River, 71 miles east of Teslin, and east of Liard River near Watson Lake. Duties of the troops stationed at these points include continuous patrol of the highway, the servicing of United States Army vehicles, and the control of all traffic on the highway.

Military Restrictions and Regulations

Those planning to use the highway for prospecting should obtain the mimeographed memorandum "Use of the Canadian-Alaskan Military Highway for Prospecting" from the Director, Lands, Parks and Forests Branch, Department of Mines and Resources, Ottawa.

The Alaska Highway is operated as a military project, and civilian travel not connected with defence projects is kept at a minimum. However, suitably equipped and financed prospecting parties, on complying with certain formalities at Edmonton or Whitehorse, are issued with permits to travel on the road.

Physical Features

Most of the area is mountainous and elevations range from about 2,000 feet to over 7,000 feet above sea level. The highway follows a good grade through a continuous valley, various parts of which are occupied by Morley, Swift and Rancheria Rivers. This valley cuts across Cassiar Mountains, which trend about north-northwest. Morley and Swift Rivers flow easterly into the Liard. Elevations on

Northward

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The Town of Peace River

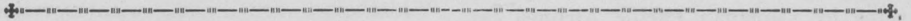
Is the centre of a huge rich farming and development area, and is on the southern edge of the areas of northern development of both agriculture and natural resources.

- Thousands of acres of the finest arable lands in the Province of Alberta are adjacent to the town of Peace River.
- Valuable timber areas await the coming of the lumberman's axe, to take part in supplying material for Canada's home building campaign.
- Down the Peace River, valuable deposits of tar, gas and oil are worthy of prospecting and development.
- Peace River has direct connection by winter road with the mining north. Its navigable waterway is also available for the shipment of supplies to the Yellowknife during the summer months.
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the road range from about 2,000 feet at Liard River and about 2,250 feet at Watson and Teslin Lakes to about 3,200 feet at the divide between the headwaters of Swift and Rancheria Rivers. Along the east side of Teslin Lake, and east from Teslin to Porcupine Creek, many of the hill tops are rounded and the highest rise to an elevation of about 5,000 feet. Groups of jagged granitic peaks, some of them about 7,000 feet high, lie about 10 miles south of Swan Lake and a few miles north of the Swift River control station. Between Porcupine Creek and Mile 105E the road follows the narrow steep-walled valley of Rancheria River and passes through the rugged granitic core of Cassiar Mountains. Throughout this section the hills characteristically rise steeply from Rancheria River to gently sloping shoulders at about 4,500 feet. These extend a mile or so back from the river before rising abruptly to jagged peaks, many of which exceed a height of 6,000 feet. Easterly from mile 105E the hills become progressively lower and more rounded, and at mile 119E the highway crosses the lower Rancheria River and enters a nearly flat, drift and gravel-covered area that extends easterly to Liard River and Watson Lake.

The area has been strongly glaciated and the effects of ice action are particularly evident between Swan Lake and mile 105E. Many of the streams occupy U-shaped valleys, and tributaries in the higher mountains commonly head in glacial cirques. Cirques are most numerous on the north and east slopes of the higher mountains, and a few contain small patches of ice on their head-walls. Most of the valley bottoms are filled with drift and a few are characterized by gravel ridges, called eskers, and by shallow depressions called kettleholes. Some of the main tributaries of Swift and Rancheria Rivers occupy broad graded valleys for the greater part of their length, but enter the main rivers through precipitous gorges cut in gravels or bedrock. The valleys of Morley, Swift, and Rancheria Rivers are deeply filled with sand and gravel, and in places the streams have cut through several hundred feet of this material and left long terraces on either side. Bedrock is rarely exposed in the stream channels. Ice-damming, torrential deposition of gravels, and other effects of glaciation have caused many changes in drainage, particularly near the divide between Swift and Rancheria Rivers.

Glacial erratics are common to heights of over 5,200 feet.

Climate

The region is one of moderate precipitation. Cloudy skies were common during the summer of 1943 and some rain, mainly as showers, fell on about half the days of the field season. During the winter, snow probably rarely exceeds a depth of four feet. Small areas of ground may remain frozen throughout the year. In normal years the efficient prospecting season would probably extend from early in June to late in September.

Vegetation

The main valley and the lower slopes of the mountains are well wooded and timber line is at an elevation of about 4,500 feet. The most common trees are white spruce, lodgepole pine, balsam fir, and aspen poplar. Other varieties noted include black spruce, white birch, balsam poplar, and tamarac. Trees commonly range up to a foot in diameter. Exceptional stands of white spruce, as near the highway near Hazel Creek and on the east bank of Liard River, contain trees ranging up to 1½ feet at the butt. Much of the country has been burnt over during the past 40 years and underbrush is not excessive. No trouble was experienced in finding sufficient natural feed for a pack-train of fourteen horses during the season of 1943, and horses are reported to have been wintered successfully near the head of Morley Bay.

Wild Life

The most common large animals are black bear, Osborn caribou, moose and wolves. During the summer caribou were plentiful enough above timber line in granite areas to serve as a substantial source of food for prospecting parties. Other game noted includes grizzly bear, sheep, goat, geese, ducks, dusky and spruce grouse, and ptarmigan. Fish include grayling, lake trout, pike, Dolly Varden and whitefish.

Metallic Mineral Deposits

Tungsten has been found on the Fiddler Group of claims, owned by Consolidated Mining and Smelting Company of Canada. A trail leads to the claims from the highway near mile 105E. The group was staked early in July, 1943, by Messrs. D. M. Baird, H. B. Denis, K. C. Fahrni, J. W. Forrest and D. R. E. Whitmore, and includes Back, Greig, Elgar, Handel and Franck claims.

(Continued next issue).

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LOUIS TRUDEL—THE FURRIER

One of the oldest industries in Edmonton is the fur industry. For over 200 years Edmonton has been identified with the fur trade, having been the reception point for millions of dollars of fine furs caught in the north.

The firm of Trudel is one of the best known fur houses in Alberta and the north. Established some years ago by the late Louis Trudel, the business is now being carried on by his son Louis Trudel II.

Some years ago, the Dominion Government used to hold an annual "cutting out" of the buffalo herd at Wainwright Park and hundreds of these kings of the plains were slaughtered each year so as to keep the herd numbers within the capacity of the feeding ranges of the park.

The firm of Trudel used to purchase the whole of the buffalo hides offered each year. It had a special tanning process which enabled the hide to be considerably lightened as to weight and manufactured them into fine fur coats and carriage robes.

In the olden days everyone who could afford it had a buffalo fur coat. Those were the days when buffalo roamed the Alberta plains in their thousands. When the wild buffalo disappeared naturally the use of fur

disappeared also, until Trudel came along and revived their popularity.

Hundreds and hundreds of farmers eagerly bought Trudel's buffalo coats; also the motorists found buffalo robes ideal for winter travel before cars were heated as they are today and Louis Trudel, Senior, became known far and wide across the west as the "Buffalo King."

Today, the buffalo herd at Wainwright is a thing of the past owing to better use being made in war times of these huge ranges, but the firm of Louis Trudel still continues to manufacture and tailor the finest furs to customer requirements, making a specialty of making up the customers' own furs to order. In addition it undertakes the repair, alterations and storage of all kinds of fur garments.

A high standard of repairing and re-modelling is maintained with a complete cold storage service during the summer months.

Raw pelts are made up into neckpieces and any type of garments desired.

Trudel's headquarters are located in the Richardson Building, 10053 Jasper Avenue, Edmonton. Enquiries as to work and prices will be answered promptly.

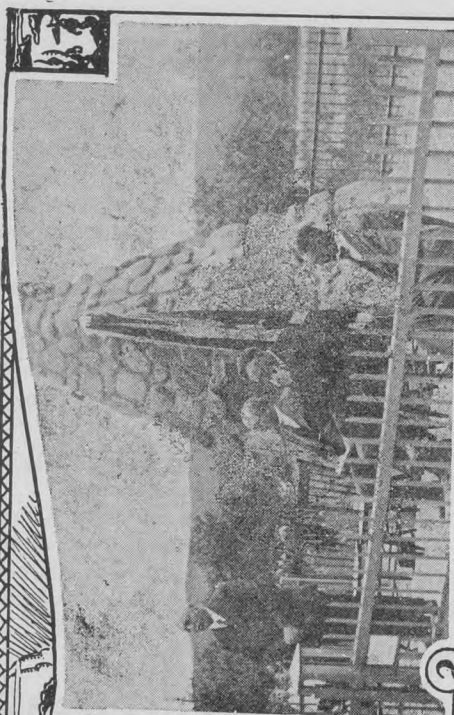
Maintaining The Alaska Highway

Much concern is being shown in some quarters concerning the future maintenance of the Alaska Highway. It is stated that at the present time the American authorities find the cost to be around \$400 a mile per month, but, when Canada takes it over it is stated that the cost will only be \$175 a month. The ruling standard cost for the maintenance of gravelled roads in Alberta is around \$2,000 a year per mile so the Canadian figure is about correct, as the Alaska Highway is only a gravelled road.

However, the Alaska Highway has not yet finished its military usefulness by a long shot, for it is freely stated that when the final drive is made upon Tokio, this highway will play an important part in the transportation of men, equipment and supplies.

It is now understood that the R.C.A.F. will assume control of the Alaska Highway together with the Canol route and the telephone line and undertake the responsibility for its maintenance.

FIRST EXPLORERS CAMPED AT PEACE RIVER



HISTORIC SITES AND MONUMENTS OF THE BOARD OF CANADA

SIR ALEXANDER MACKENZIE.

FROM HIS WINTER QUARTERS AT FORT FORT, OPPOSITE THIS SPOT, ALEXANDER MACKENZIE SET OUT 9th MAY, 1793, ON HIS QUEST FOR THE WESTERN SEA.

A MASTER OF MEN HE LED ON HIS CREW, OFTEN DISCOURAGED AND REBELLIOUS, THROUGH TOIL AND DANGER, BY STREAM AND LAND, UNTIL HE WROTE HIS NAME ON THE ROCKS FRONTING THAT SEA.

THIS FIRST CROSSING OF BRITISH NORTH AMERICA STIMULATED THE COMMERCIAL DEVELOPMENT WHICH SAVED A COAST ON THE PACIFIC TO CANADA AND THE EMPIRE.

ERECTED 1925.

Development of Northern Resources Will Speed Progress of Peace River Country

Canada's future lies in the north and today we find the north of yesterday looking with interest and hope to the north of tomorrow. In other words the Peace River country, or at least that section north of the Peace River, is looking to a development of the mining and oil fields of northern Canada to speed the development of a land which has won fame through the past 30 years in the quality and quantity of agricultural produce which has won a premier place in world competition.

The recorded history of the Peace River country goes back to the year 1792 when Sir Alexander Mackenzie lived for one winter at Fort Fork about 15 miles above the town of Peace River while enroute to the Pacific, the first white man to cross the continent north of Mexico. A cairn has been erected across the river from Fort Fork to mark the point.

When the lure of gold proved the dynamic force in 1898 many people passed through the Peace River country enroute to the Klondike. This might well be taken as the starting point for present development, for many of the would-be miners gave up the trek when they reached the Peace River country and made a livelihood by other means. Early in the century the number of residents increased until at the time of outbreak of World War I the country appeared to be on the verge of tremendous permanent development. Unfortunately the outbreak of war hampered such development on a spectacular scale, but since that time the district has developed, until today the Peace River country is playing an important part in Canada's war effort as its sons serve in the Army, Air Force and Navy and its farmers grow millions of bushels of grain and raise thousands of head of livestock.

But we must move forward and the Peace River country, peopled with men and women who do not understand the meaning of setback, continue to work and fight for development. Since the first settlement the country has continued to press for construction of a coast outlet, but up to the present the only reaction is a continuance of promises of development on the part of officials.

However, today the people see a new

hope in the land to the presently developed section of the Peace River country—that area where nature has stored millions of barrels of oil and countless treasures of valuable minerals. Today the old north looks to the new north!

At present communication with the southern fringe of this area is by means of man's age-long friend—river transportation. Two transportation companies operate out of Peace River town during the summer season, the O'Sullivan and Stigsen Transportation Service and Mackenzie River Transport operate boats on schedule to Fort Vermilion and Vermilion Chutes. During the past year it is reliably estimated freight shipments north by boat exceeded 1500 tons to Fort Vermilion and other downstream points, while upstream cargoes from Fort Vermilion included nearly 2,000 head of cattle and hogs, part of the Fort Vermilion area's contribution to Canada's war effort.

During the past few years another avenue of communication and transportation has been opened with the northern areas—a winter road to Great Slave Lake—a road which people hope will soon become an all-weather road and provide an assured means of communication. A brief history of this road dates from the year 1938 when provincial and federal governments co-operated on the project, two brush cutters and a bulldozer clearing the brush over a distance of 395 miles from the Meikle or Third Battle River (the end of the existing highway system) 85 miles north of Peace River, to Fort Providence on Great Slave Lake. At the time standard bridges were constructed on 175 miles of road to the upper Hay River. Temporary bridges were put in in the section from upper Hay River to Great Slave Lake. The following year further work was done on the road.

Major use was made of the road in 1943 when the United States used the road as a winter supply route for the Canol project. The Army did considerable work on the road, improving it to the extent a truck load of freight could travel from Peace River to Mills Lake, on Great Slave Lake, a distance of 490 miles, in two days. The volume of freight carried at this time can



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not be disclosed due to the military nature of the work.

Following extensive use of the road in the spring of 1943 when snow was melting and frost was leaving the ground the road became rutted and the provincial department of public works provided a bulldozer to smooth the road in order that northern mining companies might make use of the route in shipping in supplies and returning with concentrates. Again this fall a crew of the department has completed a further project of preparing the road for winter travel and today responsible officials advise the road is in good condition throughout for winter travel.

Upon the completion of this road to all-weather standards depends the future development of the Peace River country many people feel, for if the business of northern mining companies can find an outlet via this route such increased business will focus attention on the need for further development such as a coast outlet and provide the mining companies with a short, direct outlet to the markets of the world.

In all this development the town of Peace River, as well as other sections of the

hardware, dry goods and meat products as well as having retail outlets for all these articles of trade. The town is subdivision headquarters for the R.C.M.P., and for government offices such as Department of Municipal Affairs, Department of Public Works, sherriff's office, Soldier Settlement and Veterans' Land Act office, Alberta Forestry Service, Department of Lands and Mines. A flour mill and creamery provide a market for produce from the farms, while in the valley gardeners produce tons of vegetables, such as tomatoes, corn, potatoes, beets, carrots, turnips. Nine school rooms are in operation and a municipal hospital has been serving the district for 14 years.

The town is serviced with electric light and power and in the postwar years installation of a sewage system is being planned by town authorities. A further development is the provision of natural gas for the town, two wells have been burning immediately outside the town limits for the past 20 years.

The provision for an all-weather road to the new north would guarantee permanency to the mining development of that



Winter
Road
to
Great
Slave
Lake.

district, takes a major interest. At the town a combined railway-traffic bridge affords communication with the agricultural area to the west and to Peace River come people from adjoining towns and communities to do business. The town is headquarters for wholesalers of groceries, fruit,

area and to the Peace River country—a guarantee which has been the aim of thousands of people since they came to the country, either over the Grouard trail or the present gravelled highway, the E.D.&B.C. of yesterday or today's Northern Alberta Railways line.

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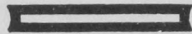
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KEY PORTAGES OF THE WORLD

Every northern and western Canadian traveller is familiar with the fact that in travelling the vast water systems of the north, it is necessary at times to use portages to get from one navigable stream to another, but few are aware of the fact that in only two places in the world, namely in Russia and in Canada is there a central key portage over which it is possible by water route to reach, in the case of Russia every ocean and in that of Canada to reach three oceans by water from the heart of the interior.

Moscow, in what is known as the Valdai Hills region in Russia is now connected by navigable water routes with every ocean namely, the Atlantic, the Pacific, the Indian Ocean, the Mediterranean and the Arctic. These water routes are linked one with another by means of canals or roads permitting of through travel over the entire system. In early days, the only possible way of easy travel was by means of utilizing the navigable streams. Russia was the first to learn the necessity of connecting up its water routes, one with another by means of road portages, which were later on, in the main, turned into canal routes.

A glance at the map of North America shows that a similar possibility for the commercial use of the huge water routes of the North American continent is evident. In fact in the early pioneer days when the fur and other traders were opening up the western and northern part of Canada, it was by water they travelled, portaging as required from one watershed to another in order to reach their destinations.

Lake Winnipeg in Manitoba, just north of Winnipeg is the key portage to the navigable streams of the North American continent. From Winnipeg with occasional portages it is possible to reach the Arctic, the Atlantic and the Pacific oceans by boat.

From Lake Winnipeg it is possible to travel up the Winnipeg River in the heart of Canada to the Lake of the Woods, thence by Rainy River, Rainy Lake and a series of smaller waterways over the almost imperceptible height of land and down to Lake Superior, coast along the shore of that inland sea, descend the St. Mary's River to Lake Huron and from there either follow the Great Lakes down to the St. Lawrence, or take the old route by way of Georgian Bay, French River, Lake Nipissing and the

Ottawa River to Montreal. From Lake Winnipeg again, one may take either the Hayes route or the Nelson to Hudson's Bay. From the same central lake, one may ascend the Saskatchewan to the Rocky Mountains and descend the Columbia River to the Pacific; or, leaving the Saskatchewan at Cumberland Lake, travel through a series of small waterways to the Churchill River, ascend that river to Lake La Loche, descend the Clearwater to the Athabasca River, thence on to Lake Athabasca, ascend the Peace River to one of its sources at the headwaters of the Parsnip, portage to the Fraser and descend that stream to the Pacific ocean. Again, following the last route to the Athabasca one may descend the Slave River to Great Slave Lake and then follow the Mackenzie River to the Arctic. Finally, returning once more to Lake Winnipeg, one may ascend the Red River to its upper waters, portage to the Mississippi and descend that river to the Gulf of Mexico. These are only a few of the possible routes from Lake Winnipeg to the shores of the three oceans.

Some may ask what has this to do with post war reconstruction and development of the huge unsettled areas of northwestern Canada? The answer is that an intensive study of these great water routes would furnish a real surprise to many who consider only possible travel by rail or road east and west across Canada. It is an admitted fact that water routes are economical as to transportation and most railways and roads mainly follow the old time water trade routes in the civilized parts of North America. In addition it will also prove interesting as to the small amount of capital required, either for the institution of connecting canals or up to date truck highways between each navigable water.

When Lake Winnipeg is mentioned as the key portage of this enormous water system, it should not be forgotten that Edmonton is directly connected with Lake Winnipeg by means of the Saskatchewan River, which also connects it with the Pacific and Arctic watersheds. Only comparatively short portages are necessary from Edmonton. For instance, a portage by road of only 90 miles connects the Saskatchewan River at Edmonton with the Athabasca River at Athabasca Landing or railway to Waterways connects the Saskat-

chewan with the northern water routes through the Clearwater and the Athabasca, with only one other major portage namely, a 16-mile road at Fort Smith, between Athabasca Landing and the Arctic ocean.

There is talk in the air of using the waters of the North Saskatchewan River for irrigating the prairie plains of Alberta and Saskatchewan by means of subsidiary canals. In that case it would require little more planning to make such routes navigable barge routes.

The development of the Northwest Territories will, no doubt, depend to a great extent on the provision of efficient water transportation, in preference to either road or rail, for this area is in the main largely water existing in series of large and small lakes with connecting streams in between. It is therefore quite possible that post war reconstruction as regards northern development will include a study of water travel possibilities.

As Lake Winnipeg is the key to North American water routes, so is Great Slave Lake the key to Arctic water routes, north, east and west. The Grimshaw-Great Slave Lake Highway, when built would directly connect Edmonton with this key lake, making it possible to shorten water travel by hundreds of miles in reaching the Arctic.

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BOATS BY MAIL ORDER

The average businessman would no doubt be very surprised if he received an order through the mails for a boat, fully equipped and ready to operate in northern waters with his customer leaving the question of design and quality for him to decide, yet customers in the north of the Alberta Motor Boat Company, Limited, have often done just that.

For the last year the company has been engaged upon important war contracts, making or re-building wings for the R.C.A.F. This work has now been completed and the company is once again free to attend to the requirements of its old and new customers, in the matter of building and supplying boats specially adapted to northern requirements—canoes, sleighs, toboggans, skis and other essentials for northern travel.

The boats they manufacture are fully equipped with auxiliary engine power and are capable of making the long trip over the waterways of the north under their own power at any time and in any weather which must be faced by prospectors, trappers and traders plying the waters of the north, including the Arctic Ocean.

The new shops of the Alberta Motor Boat Company, Limited, are well worth a visit. Situated on the banks of the Saskatchewan River near the Low Level Bridge in Edmonton, the factory contains a complete boat building and engine assembly plant. It is a strange sight to see a 50-foot boat, for instance, being built here, often from 300 to 2,000 miles from where it will eventually operate.

The boats are built to northern specifications which years of company experience have been found most adaptable to the conditions to be faced. They are designed to furnish the utmost in passenger and freight accommodation. They are equipped with engines known to be the best for northern work. Canoes are designed on a similar basis, can be equipped with outboard Evinrude motors, especially good for northern use. Built either for prospecting or freighting canoes come from 14 feet up in length. They have the maximum buoyancy and seaworthiness for northern use. Sleighs, toboggans, skis and other equipment are supplied on designs found to be the best for northern use.

Orders receive immediate attention and not a thing is left undone, says the com-

pany, to see that the equipment ordered is well built, truly designed to meet northern requirements and delivery is promptly made at railhead at Waterways on time for the opening of the summer navigation season, or the commencement of winter operations.

Alaska Highway Radio Network

The R.C.A.F. is installing a large radio network over the Northwest Staging Route between Edmonton and Whitehorse. The network includes several transmitters many times more powerful than the ordinary commercial radio station. The channels include radio-telephone connection between the airports and Edmonton and to aircraft flying the route. This network, once peace is declared will become a valuable addition to this great peace time aerial world highway.

Higher Prices For Gold

Senator Scrugham of Nevada recently introduced a bill in the United States Senate to permit of free selling of newly mined gold in foreign markets. He quoted interesting figures, when laying particular stress upon the need of obtaining higher prices for gold to offset increased costs of production. He pointed out that sales had been made by both the British and American Governments of gold at \$57.03 per ounce whilst the pegged prices set for domestic producers of gold was \$35 an ounce. He also stated that the Indian Government had also sold lend lease silver at \$1.09 per ounce when domestic producers were limited to getting 71.11 cents per ounce. The production of gold in Canada is a leading industry, it is one in which Canada's mines are exceptionally well favored owing to the fact that the only restriction of large gold production in Canada is the one artificially created by war measures. There is no doubt that Canada's gold production in the postwar period will play an important part in Canada's rehabilitation plans for gold will always be in demand in world markets where in the postwar period other Canadian exportable production will have to face severe competition. The solution is a free market for gold.

«« The Post War Arctic Trade Route

Canada's Arctic Trade Route

It is settled that the Canadian Arctic trade route is to be used as a post war passenger and express route by air. It can also be used for heavy traffic haul via the Grimshaw-Great Slave Lake highway—thence by water down the Mackenzie River by barge to the Arctic, and thence by cargo boats either west via the Behring Straits to the North Pacific coast, or to connect up with the Siberian steamer route to Archangel in Europe.

By connecting Fort McPherson and the Rat River by a 90-mile road, freight could also move from the Mackenzie River to the Porcupine River and down to Fort Yukon and the Yukon River to Nome.

By taking advantage of the warm waters of the gulf stream, a route for cargo boats is feasible going east from the Mackenzie and following this stream through the Arctic Islands, eventually coming into the North Atlantic.

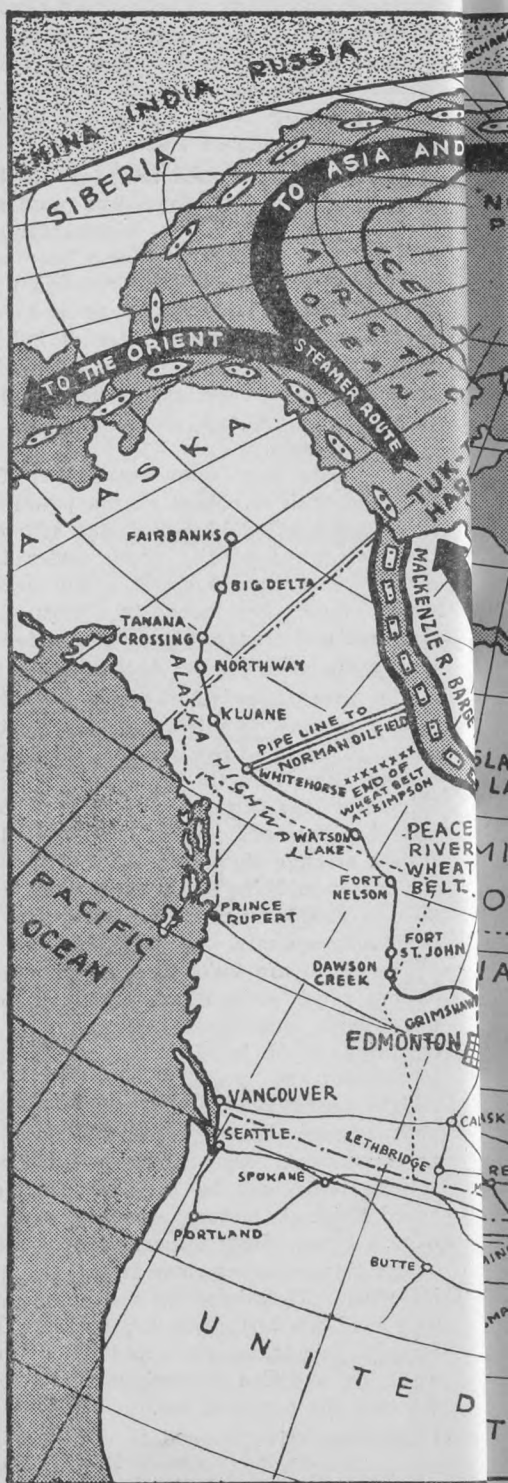
It should be emphasized that all the water routes mentioned above are shorter in distance than the present routes used between the American continent and Asia and the American continent and Europe.

If it is desired to still further shorten the eastern route a motor truck road from the northeast end of Great Slave Lake to Bathurst Inlet, which has a good harbour, would obviate the necessity of travelling down the Mackenzie River and would save further mileage between Canada and Europe.

They Said It Was Not Possible, Yet . . .

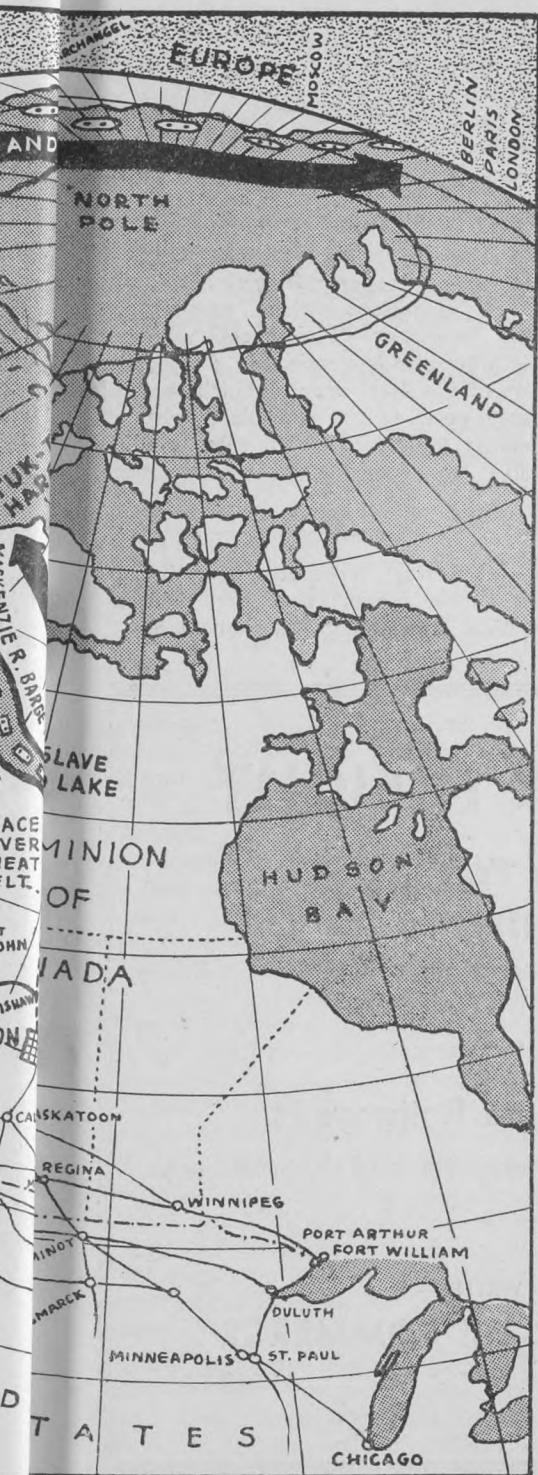
They said it was not possible before the war to ship freight from the Pacific Ocean ports to Russia via the Behring Straits and Siberia. Yet, here is what a war atlas published with the assistance of the Office of War Information, U.S.A., has to say in this connection:

"Another Pacific supply route to Russia branched north and west through the Behring Sea and the Arctic Ocean. Freighters and tankers unloaded at northern Siberian ports; goods were trans-shipped down navigable rivers as far as possible, hauled by truck or rail to the Trans-



A new post-war short route to Asia and Europe

Route to Asia and Europe »»



Siberian railway, and then routed to the various industrial centres or combat zones. The three principal rivers used were the Lena, Enisei and the Ob. Although this routing system naturally functions best in warm weather, the Russian Government has made significant scientific progress towards opening the Arctic Ocean for navigation. They have undertaken elaborate weather forecasting from Arctic stations, made constant reconnaissance flights to chart the location and movement of the drifting ice pack, and sent ice breaking ships to convoy cargo vessels through the ice fields."

They said it could not be done. Yet, it was done!

The Northwest Passage

The Northwest Passage has been sought for hundreds of years. It was the incentive that led to the Franklin expedition—Amundsen, Peary and other Arctic explorers were all interested in trying to find out whether the waters of the Arctic were navigable from the Behring Straits to the Hudson's Bay.

The Hudson's Bay Company, the real pioneers of northern exploration and development has often sent boats along the Arctic coast with the idea of using such a passage and has made the passage. Within recent years the Royal Canadian Mounted Police boat the "St. Roche" has made two trips, the first one occupied two years in making the trip, but the second one made in 1943 succeeded in making the trip in one short summer season.

There is therefore no question of doubt that once a proper channel has been really charted and travelled, every trip over the route will be so much easier.

The Russians found that the gulf stream flowed along the Siberian coast and down through the Behring Straits, but few in Canada are aware of the fact that this warm stream of water also continues along the coast of Alaska and Northwestern Canada, working its way through the islands to the east of the Mackenzie delta and then flowing south to Baffin Island, Greenland, Newfoundland, Nova Scotia and the eastern seaboard of the United States.

This means that for many months in the year, it is possible to follow this warm stream through the waters of the Arctic.

Arctic will make history for Edmonton and Canada

Negus Extending At Yellowknife

Extensive property holdings of Negus Mines in the Yellowknife area were increased by 22 claims during the season's prospecting activities. The company's holdings in the area now cover a total of 126 claims.

Details of this progress have been received at the Toronto head office of the company from J. G. McNiven, manager at Yellowknife.

Production for 1944 now totals \$800,193, as compared with \$736,418 for the full year 1943. As the mill closed down in the middle of October this is regarded as very satisfactory. Total production at Negus from the start of mill operations is \$4,398,518, and estimated ore reserves to date of shut-down 21,155 tons, it is stated.

"What is a sachet?" asked a buxom lady. "Well, it's a little bag of perfume you put in your drawers," was the explanation. "I understand what you mean," said the lady, "but isn't it a bit uncomfortable?"

Profit \$52,953

Net profit for the year ending April 30, 1944, of the Thompson-Lundmark Gold Mines was \$52,953, after all writeoffs, royalties and taxes were deducted. Assets amount to \$285,780, including \$99,740 in cash, \$844 in accounts receivable, \$158,851 in materials and supplies and \$26,345 in ore on hand. Current liabilities for accounts payable and tax reserve were \$19,099. The company has paid in full advances made by the Consolidated Mining and Smelting Company and Ventures Limited. The president at the annual meeting stated that the company's finances will permit resumption of operations when possible to do the necessary development work to enable milling to be continued. During the portion of the fiscal year in which the mill operated prior to the war shut down on September 30, 1943, bullion sales totalled \$432,914 and operating profits were \$233,869.

Read the Nor' West Miner. Subscription \$2.00 per annum post free. Address, Nor' West Miner, Box 323, Edmonton.

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ALBERTA

Fur Harvesting in the Northwest Territories

From time to time, the National Parks Bureau attached to the Department of Mines and Resources, issues "free publicity puffs" to the Canadian press, which it expects most papers to be good enough to print at their own expense in order to assist these gentlemen, who are still living in the pre-war past to convince the public that national parks of Canada and game preserves are the beginning and end of Canada's future prosperity. In a recent bulletin on fur harvesting in the Northwest Territories it proudly points to the fact that fur production in the north now takes second place to that of minerals. Evidently it classifies oil production as mineral production.

It states that in order to provide the native population with an occupation the government, on the recommendation of course of the National Parks Branch and the Northwest Territories Council have reserved some 716,000 square miles of territory in the north as native game preserves. In these, only natives are allowed to hunt, with the exception of a few white trappers being "allowed to earn" their livelihood in this way as they were operating in these districts before the reservations were made. It points out that the harvest value of furs caught in the N.W.T. in year 1942-43 (June to June) was \$2,388,629.

It appears that at various periods there is considerable fluctuation in the numbers of the various animals delivering fur to the patient Indians so science is now being called in to aid the situation in the expectation perhaps that university professors and others, after a complete study of the situation, preferably on the ground, seeing that airplane summer trips are so comfortable and healthful will perhaps be able to increase the fur population of the north.

It states that to aid this supreme effort game sanctuaries have also been set aside covering many thousands of square miles and recently another 14,000 square miles of the Mackenzie Delta have been added to ensure the propagation of beaver in the Territory.

It is a wonderful picture, but makes no mention of the numerous wolves which roam these wonderful preserves and reserves at will and without a doubt have more to do with the so-called fluctuations than anything else. It winds up by claim-

ing that all this reserving and preserving is done in the interests of the natives who dwell in this vast region and will also provide reliable support for the maximum human population.

The air is full of postwar planning schemes to develop the Northwest Territories, but Ottawa's arm chair idea of how to develop the north is to withdraw thousands of square miles from investigation so as to give the wolves a free hand in controlling the fluctuation of fur. Funny is it not? However, it should not be forgotten that the fur business is a most lucrative part of the missionary effort of the N.W.T.

Little Difference In Climate

There is very little difference between the climate of the Northwest Territories and that of Edmonton and northern Alberta. It is true that winter cold spells are longer, but the snowfall is very little greater. It is true also that there is less daylight in the winter months, but this is more than counteracted by the practically 24-hour daylight of the summer months. The water commences to run at the end of April or beginning of May—the Mackenzie River opens around May 10. The growing season permits of tremendous growth during the summer months and whilst planting of crops, as at Fort Smith, may not occur until the first week in June, it is almost invariably possible to take it off before the first frosts occur.

BOG IRON ON BEATON RIVER

Several deposits of bog iron occur along the Beaton River, west of the Alaska Highway, according to the geological survey report of C. O. Hage. He states deposits cover areas of several hundred square feet and whilst the depth of the deposits was not fully determined it is more than ten inches. He characterizes the deposits as being of post glacial age, probably having been precipitated from spring waters issuing from shales of the Fort St. John group.

In good old Elizabethan days, it is said that some ladies liked to curl up with a good book, while others preferred simply to curl up with one of the pages.

It was way back in '29, the mining boom year, a prospector was out in the hills accompanied by an Indian near Fort McPherson. They had three pack dogs to carry their outfit. They were travelling light relying upon the country to feed both themselves and the dogs. Sunday came along and they were going over a hill when a bear loomed up ahead. "Take a shot at him," said the prospector to the Indian, having in mind dog feed at any rate. The Indian was one of the mission Indians, he was particularly religious, in fact a real bible reader. Incidentally he was also scared of grizzlies. "No," replied the Indian. "Me no shoot bear on Sunday." But the dogs were looking real hungry, so the prospector shot the bear and the dogs were fed.

Sam arrived home one day and the first thing he did after entering the bedroom was to take his razor and start honing it. "What are you going to do?" asked Mamie, his wife. "If those two boots sticking out from under the bed have nothing in them I am going to shave," was Sam's reply.

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ALBERTA

Oil Production In N.W.T.

In a review of the oil industry of Alberta by J. L. Irwin, Supervisor of Publications, Publicity and Travel Bureau of Alberta, the 1943 oil production in the Northwest Territories amounted to 266,882 barrels. For the first half of 1944 the total is 569,784 barrels in comparison with 89,929 barrels for the same period in 1943. Oil production by years is 1941, 23,664 barrels; 1942, 82,324 barrels; 1943 and 1944 as above. The tremendous increase is of course due to the completion of the Canol pipeline from Fort Norman to Whitehorse and the intensive drilling program which has resulted in approximately 50 producing wells. The oil produced has a gravity of around 40 degrees. The average daily run through the pipeline to Whitehorse is around 3400 barrels.

This increased production in the Norman-N.W.T. field offsets the Alberta decline, the two totals being almost identical. Total Canada oil production in the first half of year 1944 was 5,035,837 barrels. In the United States total production was increased by 100,742,000 barrels. Texas contributed 94,373,000 barrels and California 11,293,000 barrels to this increase. It is stated that a still further increase in production would occur in the latter half of 1944, figures for which are of course not available until the end of the year.

OVERPROOF RUM AS MOTOR FUEL

In the West Indies, owing to the fact that more rum is produced than can be sold, notwithstanding Canada's and especially Alberta's great shortage of this particular commodity, it is now being used as motor fuel. Just imagine the real "pep" without even a knock, the cars over in that tight little island must enjoy and fancy how a motor car driver would feel if he could just unhook the gas line and get a real drink of overproof rum whilst travelling over the famous Fallow roads of Alberta. Here's a chance to make yourself popular, Mr. Manning. Why not get the government into the motor fuel business? The slogan might be, "Buy Government uncut rum—good for both car and man."

"Politics make strange bedfellows."

"Yes," said the old-timer, "They all use the same bunk."

C.C.F. Penalizes Saskatchewan Mining

The C.C.F. in Saskatchewan, running true to form as regards stepping hastily in on an industry with half baked ideas that by doing so they are helping public interests, is now preparing to tax mining lands held in most part as undeveloped mineral resources. The basis of the taxation will be so much an acre for all lands held or sold, where the mineral resources have been reserved. This means a tax will apply to practically all of the land either being cultivated or undeveloped in the province of Saskatchewan. In addition another tax of 10 mills on the assessed mining value of any lands where mining is being undertaken. These lands will be assessed by some C.C.F. authority. Anyone familiar with mining knows how impossible it is to forecast or assess the actual mining value of any property, but no doubt this new C.C.F. party are supermen and can do what no one else can do. The result of this action will, without a doubt, boomerang on the opportunities for employment that mining always carries in its train. No one is going to risk capital investment in a province which does not make equitable mining laws. So Saskatchewan will probably, some time in the future, wonder why, as Alberta is also doing today, it has so unimportant a mining industry. The Dominion government, the province of Ontario and British Columbia in particular have enacted mining regulations to encourage mining in their respective domains. Alberta and Saskatchewan both have many mining opportunities particularly in the northern part of each province. Until both recognize the fact that mining capital and operation must be made secure from theoretical influences and stupid regulations, they cannot hope to get a share of the mining industry.

Coal on Alaska Highway

C. O. Hage, Geologist, states that a seam of good grade coal over five feet thick was found at the base of the Bullhead group on Pink Mountain immediately north of Halfway River and close to the crest of the anticline. Also that float coal was observed for 3½ miles north of Halfway River, and suggests any prospecting for this seam should be done on Pink Mountain adjacent to the Halfway River.

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NEW ALBERTA OILFIELD

Operations by the Standard Oil Company of California in the Steveston district, 70 miles east of Gleichen, has resulted in the bringing in of a producer, the Princess No. 8, which is now flowing under control at the rate of from 200 to 250 barrels a day, although it is said that if the well is allowed to flow wide open and uncontrolled it would easily make 2,000 barrels a day. It is getting its oil from the top of the Devonian at a depth of 3,960 feet. The crude oil produced has a gravity of 34.5 degrees.

This development of oil in the Devonian formations is creating much interest in oil circles for previously most oil found in Alberta has been in the Madison limestone, which lies at a shallower depth than the Devonian. The only other place where oil has been found in the Devonian formation has been on the Ram River property.

Latest reports state that some 1,000,000 acres are involved in the Standard Californian operation and virtually every other obtainable acre within a 25-mile area of the Princess No. 8 has been covered.

There has been a general rush to the district of oilmen interested in filing leases. The Standard Californian owns 25,000 acres in irregular blocks extending as far as 28 miles north of the discovery, 25 miles south and 14 miles west.

The Imperial Oil Company has acquired 95,000 acres in a block whose northern boundary is 12 miles southwest of the Devonian producer. Others taking up ground include Francis P. Byrne with 80,000 acres—one block 25 miles northeast of the discovery and 14 miles southeast of it, and Norman G. Lacey with about 80,000 acres between the blocks acquired by the Byrne interests. Others have also acquired ground in the new field.

The Scotsman had almost exhausted his stock of yarns. A bored Englishman at last got in a word. "Say suppose you tell us something you c'ant do for a change and by Jove I'll undertake to do it myself." "O.K." said Mac. "I canna pay my bill here."

A pretty young doll named Brenda
Went out in a jeep on a benda,
After riding for miles
She lost all her smiles,
It seems that Brenda was tenda.

NEW REFINERY FOR ABASANDS

G. R. Cottrelle's announcement that a completely new refinery will be in operation at the Abasands plant at Waterways marks a new step towards finding out whether Alberta Oil Sands are economically possible as an oil producer. He states, "It has not yet been demonstrated whether oil can be produced in commercial quantities from the oil sands," adding, "Neither is it known what specific products can be made, or at what cost. Until this is done, and until a large deposit is located, there is no foundation for a commercial operation."

G. R. Cottrelle is the Dominion Government oil controller and presumably speaks with authority in as much as he is gaily risking a tremendous sum of the taxpayers' hard earned money in attempting to prove that these sands are commercial although he states no one knows.

Mr. Cottrelle ignores entirely the fact that International Bitumen, without government assistance has produced and sold tar sand bitumen in commercial markets, competing with the asphalts produced by the larger oil companies and refiners, and has also established a market for commercial paints, roofing, etc., derived from these oil sand products. He also ignores the fact that the research work conducted by Mr. Thomas Draper over a period of some fifteen years proved that as a road surfacing material these oil sands are unsurpassed both in quality, texture and long life.

His statement that a large deposit has yet to be located kind of puts the skids under his announcement that a completely new refinery will shortly be in operation. The only people in the mining game who would dare to put in either a mill or refinery before locating a deposit sufficient to justify that cost must be the Dominion Government under the advice of Mr. Cottrelle's department. Evidently he has lost sight of the fact that taxpayers' funds are just as sacred as private funds when it comes to making speculative investments.

The amount of public funds expended on attempting to extract oil from Alberta oil sands, would, if the same had been devoted to drilling and prospecting the oil bearing formations of Alberta and the North West Territories, have resulted in real oil discoveries where all the intricate "patent" processes necessary to extract oil from these sands would be eliminated.

PAUL BUNYAN WORKS OVERTIME IN WASHINGTON

Jessens Weekly, Alaska, states that exploring U.S. engineers, whilst not permitted to give interviews to the press, report very freely on the "hardships" encountered in their travels throughout the north. Here's a "moose story." Explaining a one-day delay in moving drilling equipment, the following report was made: "At the mouth of the South Fork, equipment was transferred to a poling boat. During the first day's travel upstream a cow moose and a calf were encountered in the water. Banks of the river were too high for the calf to climb, the cow was belligerent and we couldn't get by, so the two animals had to be herded gently up stream several miles to a point where the calf could scramble out."

Here's another: "The party camped on a sandbar. During the night the water rose and flooded the camp so high that the boat floated into the tent. The men slept in the boat."

Here is sampling de luxe: "To cut first trench samples on a cliff face, the sampler

had to work in a chair suspended from ropes. The sample was cut and dropped down the cliff. We caught it in a 12-foot square tarpaulin spread on a wire mesh-nailed to frame of green poles."

And as for bear stories—they are many: One a grizzly disputed right of way got a 30.06 on the head stunning him; the next shot to the body did little harm and only sped his departure, when last seen he was going like a racehorse. Another, a black one ate a half-pail of machine grease; another ate the geologists out of house and home; another got away with the bacon. Total bear war was declared and four bears were shot and destroyed—so there were no more bears.

A bull moose inspected the camp one night but the boys who were keeping a nocturnal vigil drove him away. Well, we used to get similar stories from "explorers" in the north, so why shouldn't our American friends have some fun when telling the tale in Washington.

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START SCREAMING NOW

A columnist on the Detroit News, issue of October 3, bemoans the condition of the Alaska Highway and reports that Canada doesn't plan even to maintain it in that condition after the war. Most of the things said and feared are well-founded. The News writer said:

"For going on three years this has been the dream of 10,000,000 tour-starved outdoorish people: As soon as the war was over we would jump in our cars—as soon as we could buy cars that would survive the shock of being jumped into—load them with camping equipment, and start on a journey along the Alaskan highway.

By that time, we supposed, the road would be improved by widening and paving, and there would be gas stations and garages every hundred miles and a grocery at least every 500. We could drive it as easily as we drive U.S. 24. So, for an entire summer, cashing our bonds whenever necessary, we would roll at a leisurely rate through the continent's most magnificent wilderness and mountain scenery, exploring, hunting, fishing, photographing, and, in general, having a perfect high old time in the great outdoors.

And now we begin to hear disquieting rumors about this Alaskan highway. We hear that the grading, widening, paving, and other improvements were never carried so far as to make the road negotiable for anyone but an iron-nerved, copper-bottomed truck driver. We hear, moreover, that since the Japs no longer threaten Alaska, and the original temporary purpose of the road has been served further work on improvements has stopped.

We hear that there are few public gas stations along the route, and fewer stores and that till the need for them is demonstrated there will never be any more.

We hear that Canada, having no practical use for the road may not even maintain it in its present roughly passable condition but let it revert to aspens, mudholes and muskeg.

It's a sin and a shame. I, and 999,999 other dreamers protest. They can't do this to us.

Keep that Alcan highway open, and let us dream on. Don't let us wake up screaming."

We appreciate the thought behind this article. Though said in jest, it contains the

germ of an idea. If enough of these tour-minded people feel the urge to make enough noise about it, it probably would be more effective than fear of the Japs was in 1942-43.

So we suggest to our News' friend that he get his fellow dreamers to awaken now and start screaming!

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STILL HARPING ON FUNNY MONEY

The Hon. E. C. Manning, Alberta's leading exponent of "Funny Money" is still harping on the tremendous amount of "good" which can accrue to Canada and its people, if it issues plenty of inflation dough. However, evidently having outworn the "funny money" theory in Alberta, he has taken it to a still funnier field namely, Quebec, the "Free State of Canada." Here he has evidently been assured of a sympathetic hearing as now Quebec has started to visit Alberta, bringing its particular "funny" theories along. Of course the late provincial treasurer should also not be lost sight of as he also is "organizing" Canada on "funny money" advantages. Both these gentlemen would be better advised to stay at home and attend to Alberta problems of local government. They were elected for this purpose. It is a good illustration of how freely democracy can work, when it takes more or less mediocre men with pet crank theories and puts them into office. Experience—well they can always learn the theory of governmental operation by the hit and miss method—at the taxpayers' expense.

Cold water is the best of drinks
 So all the poets sing,
 But who am I that I should have
 The best of everything.
 Let rousties revel at the pump,
 Pumpers at the pond make free,
 But whiskey, beer or even wine
 Is good enough for me.

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200 Men Digging Radium

Two hundred men are now employed at the Eldorado Radium Mines at Great Bear Lake. This is the radium project which was taken over by the Dominion Government and is now operated as a crown company.

According to the report of Dr. A. W. Joliffe who conducted surface exploration over adjacent areas to Eldorado—greater ore reserves are possible.

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LIQUOR STOCKS AND PRICES

Once again the Christmas season is approaching and our paternal Social Credit Government, in the goodness of its heart has increased the "liquor ration" for November and December by 13 ounces for hard liquor. It also announces that it will dispense "better brands." How does this work? The other day enquiry was made for Governor General rum. "Yes, we have it in 13 ounce bottles." "Well, I'll take two—making 26 ounces." "Oh, no," was the answer, "you can only get one." Just what is the difference in getting 26 ounces in two packages as compared with getting it in one? Is it not about time that people told both the Alberta and Dominion governments that both had better cut out the "hoey" attached to their dispensation of liquor and bluntly tell the people that they want to attain prohibition and give the bootleggers a better chance to operate.

However, there is no danger of the temple preaching Social Credit government bringing in prohibition as long as they can still "Al Capone" the public out of its shekles for inferior and watered liquor. Fairbanks, Alaska, advertises gin, rum, brandy and assorted liquors at \$2.50 per bottle, just half what our sanctimonious government charges. Whilst it is true that the government liquor store is working on a quota established in 1942, the fact remains that notwithstanding decreased demand from our American friends who have left the country, it is still impossible to get even a bottle of the so-called native wine after the first week of the month. Of

course, Alberta blames Ottawa and Ottawa says nothing. It's a "war measure." Oh, yeah!

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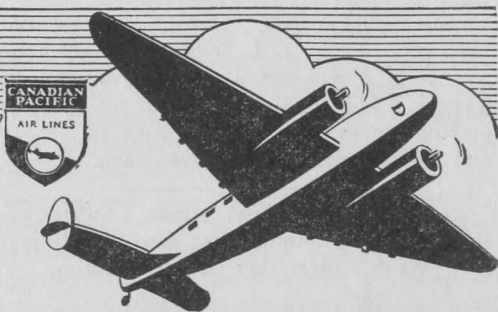
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Surplus War Supplies In North

During the recent war activity in the Northwest Territories considerable equipment was shipped into the north in the shape of road building and other machinery. Most of this, it is stated, is in storage at Fort Resolution. In view of the fact that the Dominion Government is taking over these surplus supplies, is it not possible to make use of this machinery doing road and other work in the north. One hundred and twenty-five miles of the proposed road from Grimshaw to Great Slave Lake lies in the Northwest Territories, and the use of this machinery to build that end of the road would mean a considerable saving in construction costs.

Record Set of Antlers

Dr. A. J. Schaible, of Fairbanks, Alaska, can now go on record as having shot a mountain caribou with a record set of antlers. It was killed near McCallum on the Richardson Highway, and its antlers had a spread of 50¼ inches with 12 points on the right prong and 24 on the left prong. Right and left curves were identical in size measuring 53 inches. The previous record head was shot by L. L. Dyche, 50 years ago and is in a museum at the University of Kansas. This had a spread of 43 inches, outside curves right and left both 48 inches and points right and left seven each.

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Quebec-Yellowknife

Progress Report

Despite an acute labour shortage in the Northwest Territories, Quebec-Yellowknife Gold Mines, Limited, was able to recruit a small but experienced crew, and work on the Duck Lake property was started early in September. The group comprises the Gossan 7 to 12 claims, adjoining the H.G.B. group of B.E.A.R.

Surface exploration uncovered a number of shear zones and large rusty gossans, one of the most promising being located about 250 feet east of the H.G.B. boundary, where rock trenching revealed some mineralization including chalcopyrite and arsenopyrite. The chief geological feature of the group is the presence of the Hay Fault which cuts through the centre of the claims.

Present work is confined to construction of a log camp, and further activity is planned for this winter.

A. E. Mack, Montreal broker, has underwritten the company's treasury stock, and has a firm commitment on 99,995 shares to net the treasury 15 cents per share. Options on the balance of the treasury stock range in price from 15 to 60 cents per share. If all options are exercised this will place \$500,000 in the treasury.

Quebec-Yellowknife officials advise that the company has sufficient cash in the treasury to provide for the development program planned for this winter.

Quebec-Yellowknife Gold Mines, Limited, operating under Province of Quebec charter, is capitalized at 3,000,000 shares of \$1 par, of which 1,000,000 shares were issued for the property and are pooled.

Give the Prospector A Chance

A number of people are now discovering that the old time prospector is practically non-existent and that very few of the younger generation are willing or capable enough to take up the work the old-timers are laying down.

The reason must be obvious to all conversant with the conditions under which prospectors have been compelled to work in recent years. The large companies, to whom, in the past, the independent prospector looked for financial encouragement and assistance have, to a major extent,

taken away the incentive which led the old-timer into the hills.

There was no such animal as a company prospector in years gone by. This field the companies were content to leave to the independent prospector, and were always willing to make a deal if property of value showed up. The old time prospector, often grubstaked by a few of his friends, was independent and free. He spent his summer in the hills, often longer—had no salary but did have at least a 50 per cent interest in what he found.

Today most prospecting is done by company prospectors who are told where to go, what to do, draw a pay-cheque for perhaps four months in the year and then have to shift for themselves for the rest of the year. He gets, it is true a small interest of around 5 per cent in whatever ground he may stake, but that interest is often tied up so as to be a long time holding for the prospector and really amounts to very little.

As an old prospector remarked just recently—he was working for a company: "Yes, they gave me a 5 per cent interest but it meant that I would probably be pushing up the daisies long before this interest brought me any dough."

None are going to tramp the hills, spend both time and money in getting trained to recognize mineral unless assured of remunerative returns. The way to solve the prospector difficulty is to see that the man who is the backbone of mining development gets encouragement by knowing that he is financially secure whilst following his profession. Hitting the hills is a job which very few men are adapted for and the mere fact that he is capable of this is a real grievance when he finds that after three months in the hills he has to rustle any old job in order to live for the rest of the year.

DIAMOND DRILLS HUM

Twenty-two diamond drills are now operating in the Yellowknife field, says Dr. C. E. Camsell, Deputy Minister of Mines and Resources. He says that this phase of Yellowknife mining activity is in addition to a steady and orderly development of mineral resources which has been in progress in the North West Territories over the past ten years and this has been the major factor in the attraction of capital to the new mining areas of the North.

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Oil's Contribution to Man

In 1859 a group of far-sighted men drilled down into the earth near Titusville, Pennsylvania. At a little over sixty-nine feet, their drill struck oil . . . and thus, in the little wooden shacks that sheltered the pioneer Drake Well, the petroleum industry was born.

Through eighty-five years of progress, new generations of oil men have pushed their drills almost five miles down below the surface, stepped up petroleum production from forty to over 4,500,000 barrels a day on this continent. And on this tidal wave of "liquid power" rich gifts have floated to mankind . . . the modern car, truck and airplane . . . oil-heated homes and oil-driven ships . . . the farmer's tractor . . . asphalt roads that unite the nation . . . lubricants and other petroleum products that have enabled industry to produce better goods, at lower cost, for more people. Today, as essential "ammunition" on our fighting fronts, petroleum is making its finest gift—victory in a bitter war to preserve our way of life and ensure our future.

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IMPERIAL OIL LIMITED

Ingraham Yellowknife Gold Mines Limited

Ingraham Yellowknife Gold Mines, Ltd., has been formed with a capitalization of 3,500,000 shares of \$1 par value for the purpose of acquiring and exploring five groups of claims covering a total of 3,300 acres in the Yellowknife section of the Northwest Territories. The properties were formerly owned by Victor and H. A. Ingraham, who have been closely connected with the area for some years, and were turned over to the company for 1,000,000 shares.

Funds have been supplied by United States and Canadian financial interests and a vigorous and extensive exploration campaign is assured. Plans include immediate diamond drilling on the No. 1 group, consisting of 300 acres bounded on the west by the south group of Kamlac and on the north by the Banks group under option to Negus.

In a report made covering the No. 1 group, W. L. McDonald, mining engineer, states that the structure and geology is identical with that of the Con and Negus properties a few miles to the north. Gold showings on the group are believed by Mr. McDonald to warrant diamond drilling and extensive exploration.

Group No. 2 consists of 1100 acres on the east side of Yellowknife Bay while No. 3 covers 700 acres northeast of the Ptarmigan mine of Consolidated Mining & Smelting Company. No. 4, consisting of 600 acres lies on the east shore of Prosperous Lake and No. 5 of 600 acres lies south of Johnson Lake.

CANOL PRODUCTION

Oil produced at the Fort Norman field for the first six months of 1944 was 569,784 barrels, as compared with 89,929 barrels in the corresponding period of 1943. May and June output was respectively 104,774 and 111,124 barrels.

2800 CLAIMS STAKED

The Yellowknife staking rush has resulted in around 2800 claims being staked. This is hardly as many as were staked in the 1938 rush, but the difference is that many more of the claims staked in 1944 are now either under development or in process of the same. More financial aid has been forthcoming resulting in more concrete activity.

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90,000 Invited To Settle Along Alaska Highway

Every man employed on construction of the Alaska Highway is being invited by Canadian colonization officials to consider taking up land along the route. A list of 90,000 names obtained from the highway builders has been the basis for the distribution of literature setting forth the opportunities along the road. This literature especially emphasizes the advantages of settlement in the Peace River and other northern areas.

N.W.T. MINING

YIELDS \$21,000,000

In ten years the North West Territories, principally the Yellowknife and Port Radium fields have yielded over \$21,000,000 in gold, radium and other metals. This figure does not include radium production in 1942 and 1943, figures for which are not available. Of this total \$6,655,925 was produced in the last two years. Can any other mining field in Canada, as young as this field, point to better results?

51 WELLS NOW PRODUCING

There are 51 wells now producing oil at Fort Norman. The production goes to the refinery at Whitehorse in the Yukon. Oil production for September was 126,500 barrels.

It was at a dance. A pretty young thing in a very low gown was dancing with a sailor. Finally, the Jack Tar burst out, "Pardon, Miss, is the V for victory?" "That's right," answered the sweet thing, "but the bundles are not for Britain."

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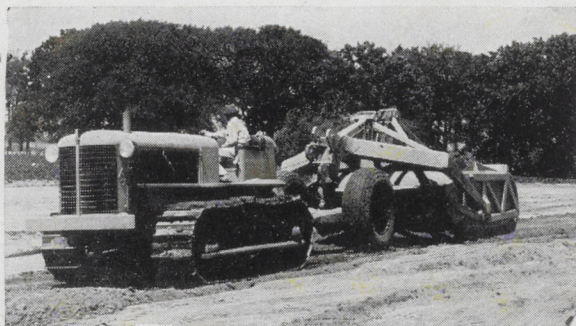
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